Table J-43. Possible variations of the Caliente-Chalk Mountain Corridor.

Variation	Description
Caliente Option	Same as Table J-41. Connects with Union Pacific Line at existing siding in Town of Caliente.
Eccles Option	Same as Table J-41.
Orange Blossom Option	Crosses Nevada Test Site land. Bypasses roads and facilities.
Crestline Option	Same as Table J-41. Connects with Union Pacific line near east end of existing siding at Caliente.
White River Alternate	Same as Table J-41. Avoids potential conflict with Weepah Springs Wilderness Study Area.
Garden Valley Alternate	Same as Table J-41. Puts more distance between rail corridor and private lands in Garden Valley and Coal Valley.
Mercury Highway Option	To provide flexibility in choosing path through Nevada Test Site, travels north through center of Nevada Test Site. Requires slightly less land [approximately 0.2 square kilometers (50 acres)] than corridor. Crosses Mercury Highway.
Topopah Option	To provide flexibility in choosing path through Nevada Test Site, travels north along western boundary of Nevada Test Site.
Mine Mountain Alternate	Provides flexibility in minimizing impacts to local archaeological sites.
Area 4 Alternate	Provides flexibility in choosing path through Nevada Test Site. Crosses Mercury Highway. Requires slightly less land.

a. Source: DIRS 155628-CRWMS M&O (1997, all).

J.3.1.3 Sensitivity of Analysis Results to Routing Assumptions

In addition to analyzing the impacts of using highway routes that would meet U.S. Department of Transportation requirements for transporting spent nuclear fuel, DOE evaluated how the estimated impacts would differ if legal-weight trucks used other routes in Nevada. Six other routes identified in a 1989 study by the Nevada Department of Transportation (DIRS 103072-Ardila-Coulson 1989, pp. 36 and 45) were selected for this analysis. The Nevada Department of Transportation study described the routes as follows:

Route A. Minimum distance and minimum accident rate.
South on U.S. 93A, south on U.S. 93, west on U.S. 6, south on Nevada 318, south on U.S. 93, south on I-15, west on Craig Road, north on U.S. 95

Route B. Minimum population density and minimum truck accident rate.
Both of these two routes use the U.S. 6 truck bypass in Ely.

Alternative route possibilities were identified between I-15 at Baker, California and I-40 at Needles, California to Mercury. These alternative routes depend upon the use of U.S. 95 in California, California 127 and the Nipton Road.

Route C. From Baker with California 127.
North on California 127, north on Nevada 373, south on U.S. 95

Route D. From Baker without California 127.
North on I-15, west on Nevada 160, south on U.S. 95

Route E. From Needles with U.S. 95, California 127, and the Nipton Road.
North on U.S. 95, west on Nevada 164, west on I-15, north on California 127, north on Nevada 373, south on U.S. 95

Route F. From Needles without California 127 and the Nipton Road.
West on I-40, east on I-15, west on Nevada 160, south on U.S. 95

Table J-44. Possible variations of the Jean Corridor.[a]

Variation	Description[b]
North Pahrump Valley Alternate	Minimizes impacts to approximately 4 kilometers[c] of private land on northeast side of Pahrump. Abuts Toiyabe National Forest and a BLM corridor. Travels within a BLM utility corridor. Crosses approximately twice as much BLM lands as corridor and 0.0999 square kilometer[d] of private land compared to 3.5 square kilometers.
Wilson Pass Option	Crosses 2 pipeline ROWs, 3 road/highway ROWs, 2 powerline ROWs. Enter BLM utility corridor for approximately 46 kilometers. Passes within 1.6 kilometers of Toiyabe National Forest and close to 3 mines. Also passes through BLM Class II visual resource lands.
Stateline Pass Option	Provides option to crossing Spring Mountains at Wilson Pass; diverges from corridor in Pahrump Valley; parallels Nevada-California border, traveling along southwestern edge of Spring Mountains and crossing border twice. Bypasses private land crossed by primary alignment. Origination of option would conflict with the proposed Ivanpah Valley Airport. Crosses 2 pipeline ROWs, 2 road ROWs, 1 powerline, 1 telephone ROW, 1 withdrawal area (unexplained), a BLM utility corridor, and 1 community pit. Passes close to Stateline WSA. Crosses Black Butte and Roach Lake grazing allotments.

a. Source: DIRS 131242-CRWMS M&O (1997, all).
b. Abbreviations: BLM = Bureau of Land Management; ROW = right-of-way; WSA = Wilderness Study Area.
c. To convert kilometers to miles, multiply by 0.62137.
d. To convert square kilometers to acres, multiply by 247.1.

Table J-45. Possible variations of the Valley Modified Corridor.[a]

Variation	Description[b]
Indian Hills Alternate	Avoids entrance to Nellis Air Force Range north of Town of Indian Springs by traveling south of town. U.S. Fish and Wildlife Service land. Crosses 1 road, 2 telephone, and 2 powerline ROWs. Passes almost entirely within BLM utility corridor. Passes through a land withdrawal area.
Sheep Mountain Alternate	Increases distance from private land in Las Vegas and proposed 30-square-kilometer[c] BLM land exchange with city. Crosses small parcels (approximately 0.18 square kilometer) of private land. Crosses 3 powerline ROWs. Passes through Nellis Small Arms Range, Nellis WSAs A, B, and C, the Desert National Wildlife Range, and the Quail Spring WSA.
Valley Connection	Locates transfer operations at Union Pacific Valley Yard rather than Dike siding. Overflights of Dike siding from Nellis Air Force Base could conflict with switching operations. Crosses slightly more private land.

a. Source: DIRS 131242-CRWMS M&O (1997, all).
b. Abbreviations: BLM = Bureau of Land Management; ROW = right-of-way; WSA = Wilderness Study Area.
c. To convert square kilometers to acres, multiply by 247.1.

Table J-46 identifies the sensitivity cases evaluated based on the Nevada Department of Transportation routes. Tables J-47 and J-48 list the range of impacts in Nevada of using these different routes for the mostly legal-weight truck analysis scenario. The tables compare the impacts estimated for the highways identified in the Nevada study to those estimated for shipments that would follow routes allowed by current U.S. Department of Transportation regulations for Highway Route-Controlled Quantities of Radioactive Materials. Because the State of Nevada has not designated alternative or additional preferred routes for use by these shipments, as permitted under U.S. Department of Transportation regulations (49 CFR 397.103), DOE has assumed that shipments of spent nuclear fuel and high-level radioactive waste would enter Nevada on I-15 from either the northeast or southwest. The analysis assumed that shipments traveling on I-15 from the northeast would use the northern Las Vegas Beltway to connect to U.S. 95 and continue to the Nevada Test Site. Shipments from the southwest on I-15 would use the southern and western Las Vegas Beltway to connect to U.S. 95 and continue to the Nevada Test Site.

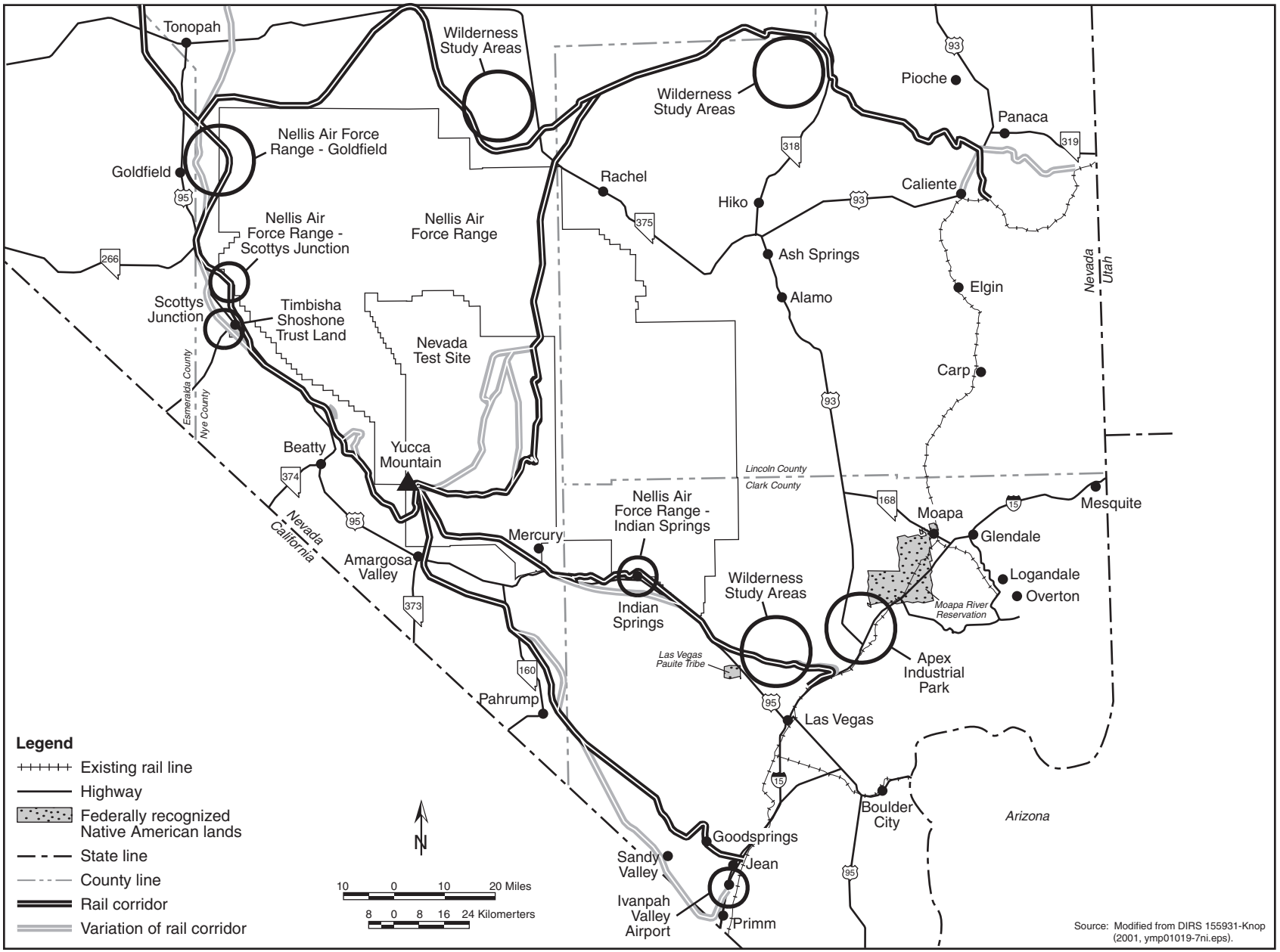

Figure J-13. Land-use conflicts along Nevada rail corridors, overview.

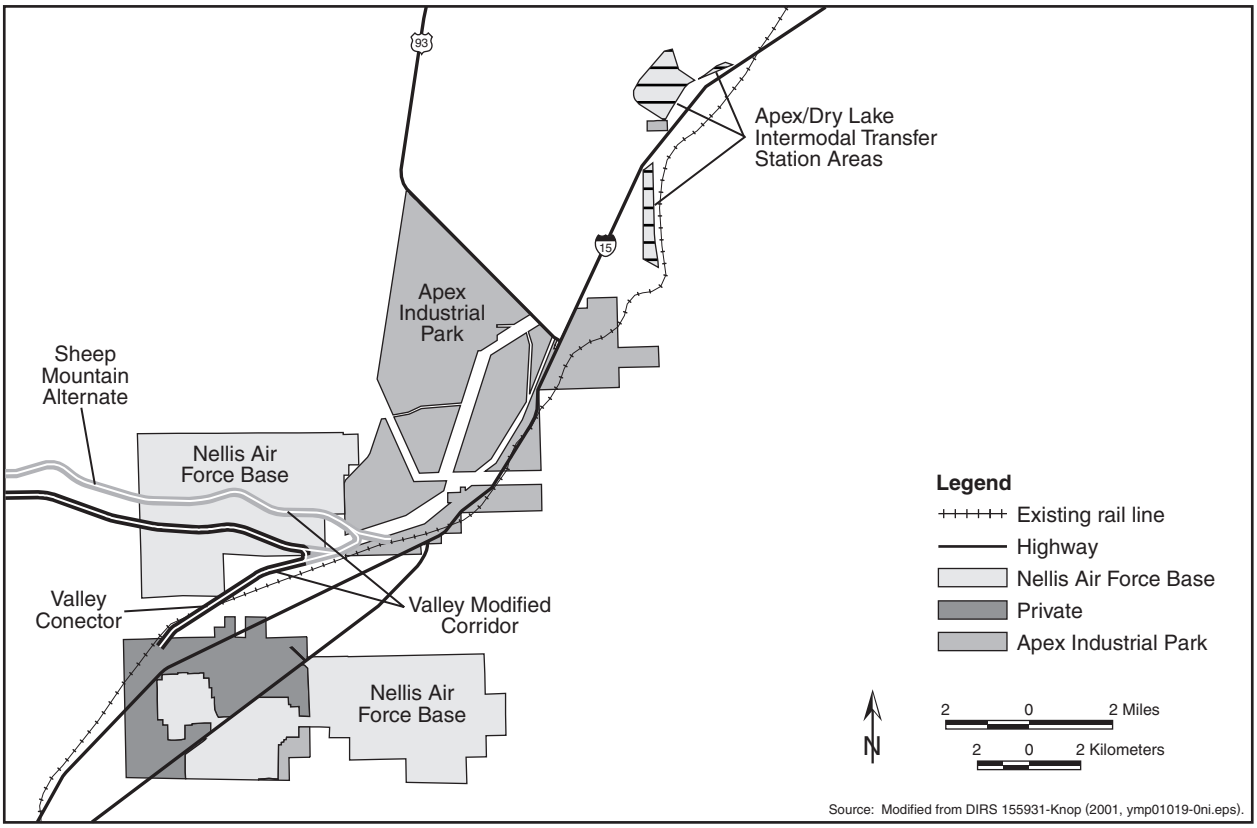

Figure J-14. Land-use conflicts along Nevada rail corridors, Apex Industrial Park.

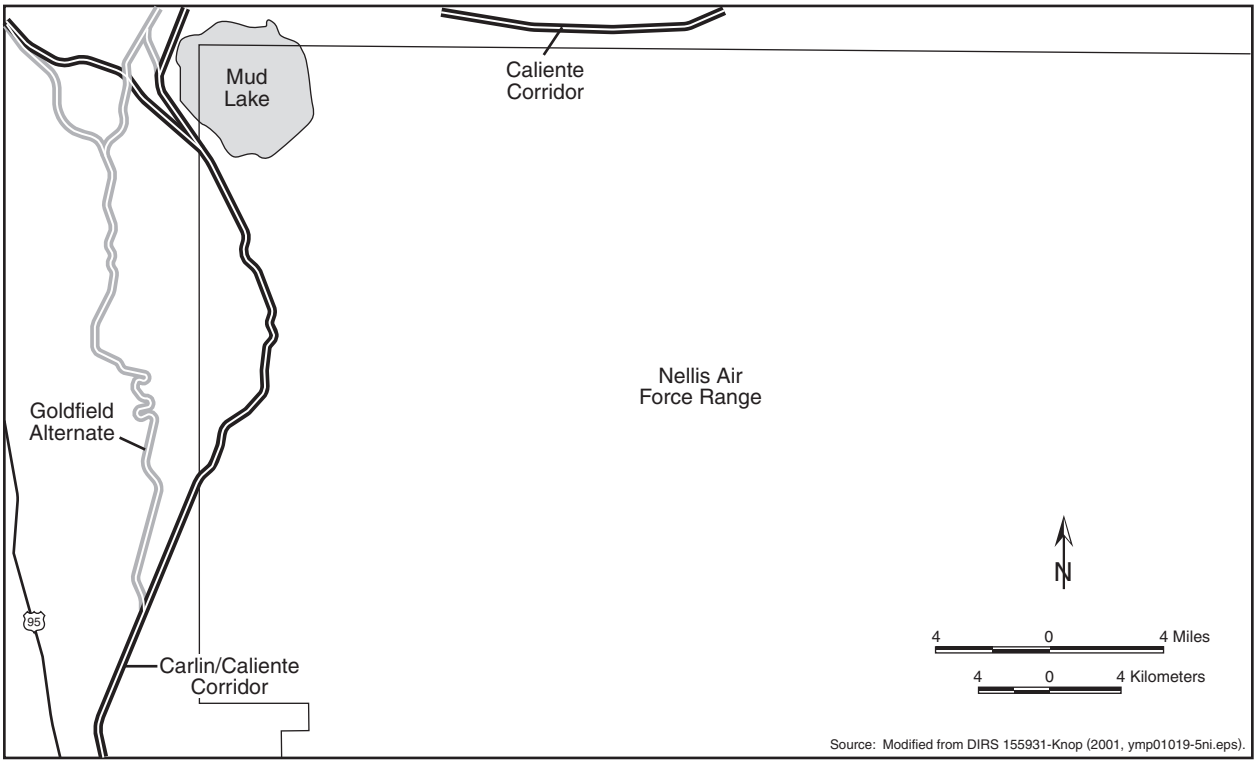

Figure J-15. Land-use conflicts along Nevada rail corridors, Nellis Air Force Range, Goldfield area.

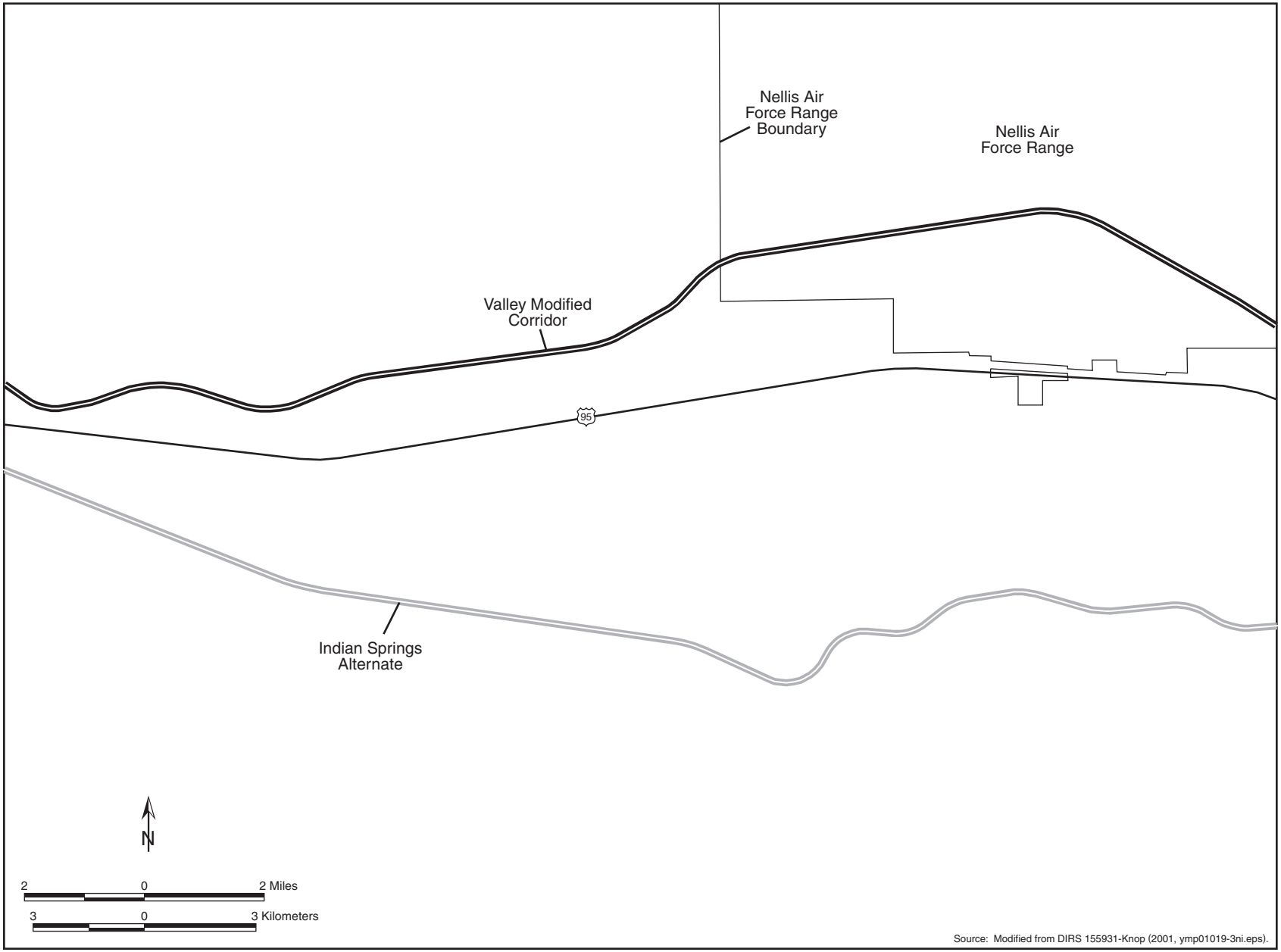

Figure J-16. Land-use conflicts along Nevada rail corridors, Nellis Air Force Range, Indian Springs area.

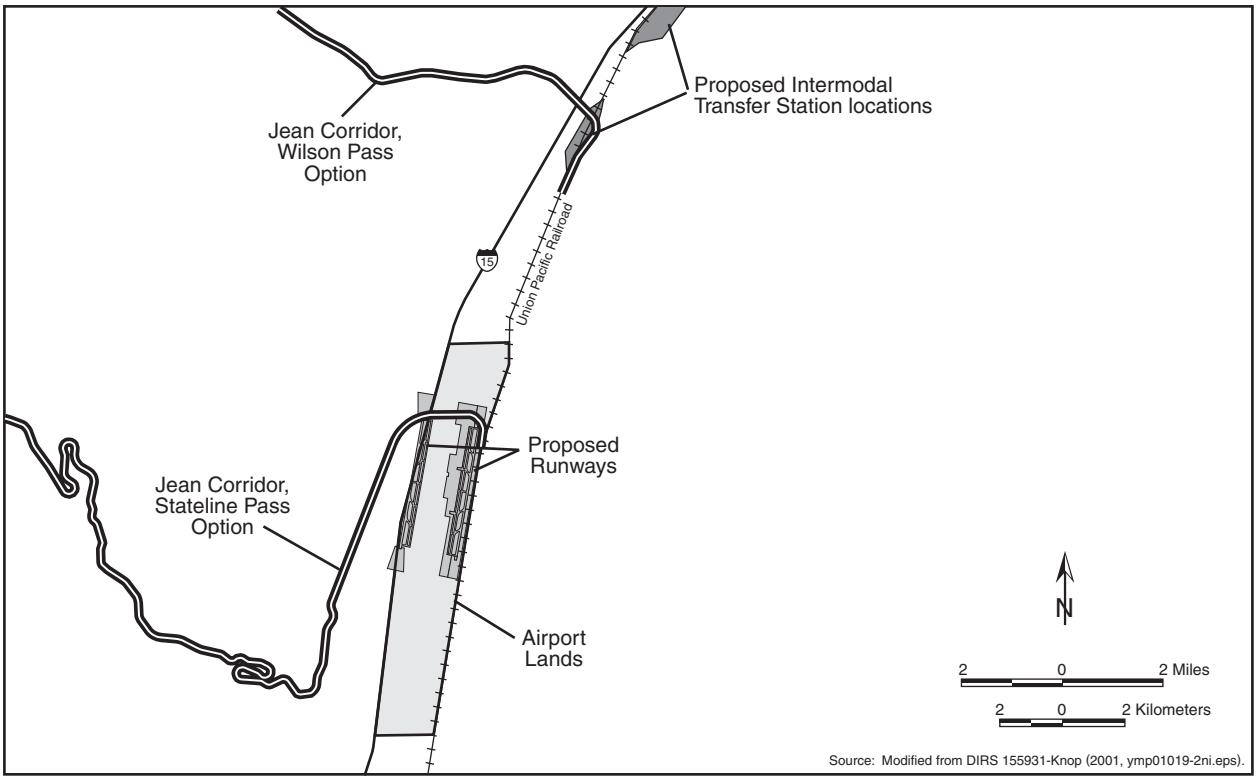

Figure J-17. Land-use conflicts along Nevada rail corridors, Ivanpah Valley Airport Public Lands Transfer Act.

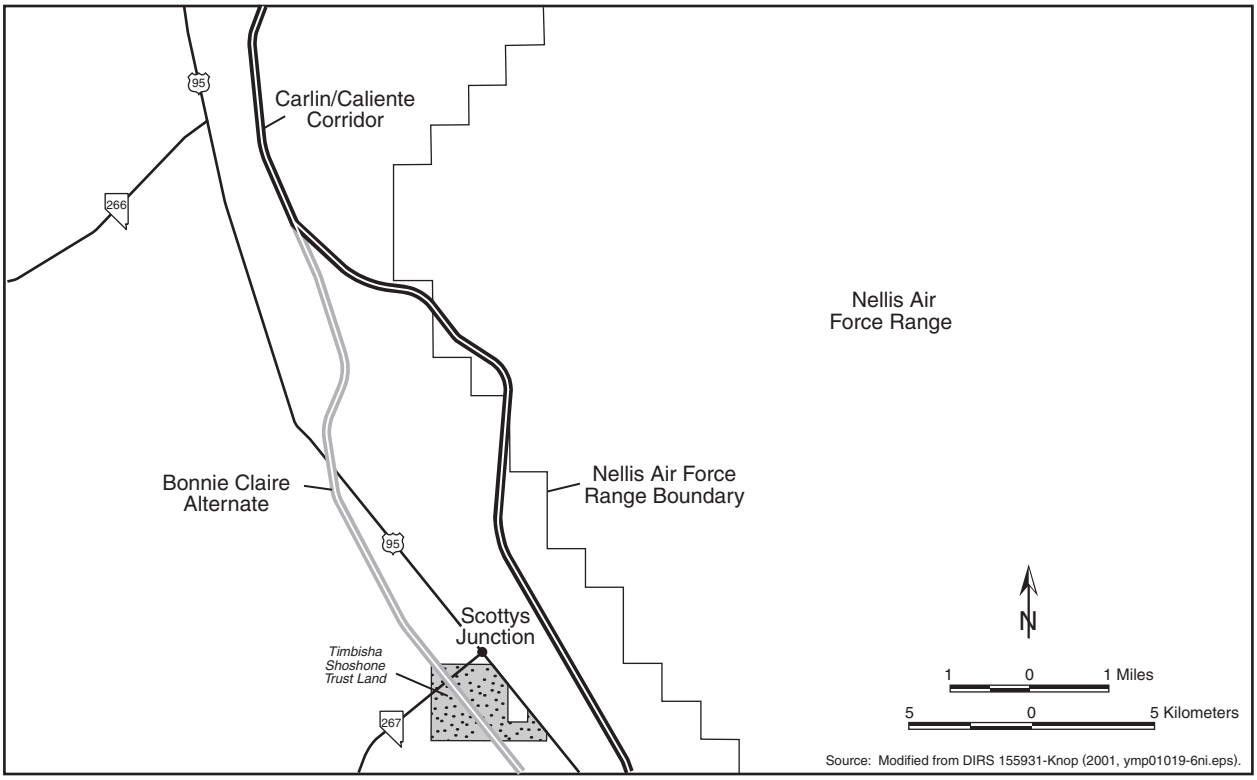

Figure J-18. Land-use conflicts along Nevada rail corridors, Nellis Air Force Range, Scottys Junction area.